

RECEIVED  
CENTRAL FAX CENTER  
MAR 31 2008

Change(s) applied  
to document,

NCC

10/14/2011

69,469-241; OT-5178

IN THE SPECIFICATION

Please amend the paragraph on page 4, beginning at line 10 as follows:

As shown in Figure 2, the electromagnets 24 are associated with at least one guide roller 42 movable along the guide rail 25. Figure 3 also shows the arrangement of the electromagnets 24 and 26. The roller 42 may generally be as known in the art. The electromagnets 24 sit opposed to an electromagnet 26 mounted on a vertically extending bar 40 associated with the car 28. As shown in Figure 1, bars 40 connect the car 28 to a guide member 38. As can be seen in the Figure 3 embodiment shown in Figure 3, one can see that the bars 40 may be I-beam shaped. Turning back to Figure 1, the crossing members 32 extend through the guide member 38, as will be better understood below.

Please amend the paragraph on page 4, beginning at line 14 as follows:

Figure 4 shows details of the guide member 38 and car follower 22. The crossing member 32 extends through a slot 44 or space in the guide member 38. While there is some small clearance between the crossing member 32 and the vertical distance between walls 51 and 53, there is only a slight clearance. Thus, the crossing member 32 and hence the entire car follower 22 will tend to move vertically with the car 28. Further, the slot extends between side walls 46 and 48 within the guide member 38. The crossing members 32 are free to move a good deal within guide member 38 between these two side walls 46 and 48. Further, the crossing member 32 is free to move further inwardly and outwardly of the slot 44 within limits generally defined by the vertically extending members 36. That is, the crossing member 32 could move generally to the right and upwardly as shown in the perspective of Figure 4 until the vertically extending member 36 abuts an end wall 50 of the guide member 38. Thus, it is clear that the crossing member 32, and hence the car follower 22 is free to move in a plane which is generally horizontal relative to the car, within the limits as described above. As can also be seen in Figure 4, the bars 40 could alternatively be cylindrically shaped.